



# SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,  
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



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No. 25

## Thermite Gas Torpedo Sinks S.I.U. Vessel In Gulf of Mexico

### Heroism of Wounded Crew Recounted

By A. W. Armstrong

The survivors of one of the new Liberty type ships which was torpedoed, are now showing up in the hall in New Orleans. They have a sad tale to tell the world. It will, of course, make no difference but here it is.

The ship was torpedoed with a thermite gas loaded torpedo. Thirty seconds after the crash the ship was a mass of flames midships. It was so bad that one of the boys who tried to get into his locker burnt his hand right after the shock.

The toll of lives lost aboard this ship is, Dunning and W. Starnes, oilers; Whitehead, Hall and Jake Clagett, firemen; Huggins the third Engineer; The ch. Cook and Tex Hickman the P.O. Mess. All hands were burnt and even in the life boat the skin was falling off so bad that you could see the bare ribs. When one of them would ask for a cigarette he could not hold it due to the flesh falling off at the slightest touch. Still the boys that got back here state that there was not the slightest whimper from any of them.

Three days in lifeboats, never a sight of a patrol plane, destroyer or anything else. The survivors laid in a sub-base for 8 days and while there, their diet consisted of beans and baloney. Then they were loaded on a Navy transport to be brought back to the States. On this packet they were treated as dogs, instead of American heroes. The first night out they were allowed to smoke in the messrooms, then this was stopped, even though all the members of the Navy crew and others aboard the ship were allowed places to smoke. No provis-

### U-BOAT TOLL

This week the Nazis chalked up the 411th American ship as victim of their "blockade" of our shores. While optimistic chatter has been coming out of Washington concerning the "counter-measures" being taken by the Navy, more and more ships have been going down each week. The first two weeks of July saw more merchant ships sunk than any other two weeks since the war began!

How about less chin music and more action!

ions were made for the survivors at all.

Sleep where you could, eat when told to, sit to eat where and when it suited the mess punk. This and other such penny-ante stuff was what the crew had confronting

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### Canadian Bosses Prepare Slave Labor Law

An order in council has been prepared in the Canadian House of Commons making it an offense for any shipyard worker in British Columbia to refuse to work or quit "in any shift to which he has been assigned." The bill also provides for a 7-day week for the shipyard workers.

### You Spare 4 Bits Pal?

Eugene Grace, President of Bethlehem Steel, successfully blocked the demands of his workers for \$1 per day increase to meet the spiraling cost of living. Grace said that only by freezing wage levels could further inflation be avoided.

Grace was referring, of course, to the workers' wages and not those of the bosses. For it was revealed through the Securities and Exchange Commission that within the last twelve months Grace has had his own wages boosted approximately \$100 per day!

Grace now makes \$976 per day!

The price of spuds can't mean a hell of a lot to him.

## W.L.B. Strikes At Labor In Wage Double - Cross

An Editorial

The National War Labor Board has decided that the workers in "Little Steel" are not going to receive the \$1 per day increase for which they have been asking. They are not even going to receive half of it. They will be thrown a few crumbs in the form of a token increase of 44 cents per day.

This decision may come as a surprise to some for it followed directly upon the heels of a special panel report which found the steel companies "financially able to bear the burden of the proposed pay increases."

### Profits Above All

However, "financial ability" cut little ice in this decision. As far as the employer members of the board were concerned, it was a pure question of profits. More pay for the workers, less profits for the bosses. As simple as that.

As for the so-called "public representatives" on the Board, the most charitable thing that can be said for them is that they went hook, line and sinker for

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## A.F.L. BUILDING WORKERS FIGHT SCAB LABOR BEING HIRED ON NAVY PROJECTS

The threatened strike of 22,000 AFL building trades workers on naval construction projects in the New York area was postponed this week at the request of Secretary of the Navy Frank Knox. The postponement is to give the Navy time to reverse its policy of running non-union men in on the construction projects at Fort Schuyler in the Bronx.

Thirteen buildings are being erected at Fort Schuyler for the use of the Navy as a reserve officers' training school. Following its notorious anti-labor policy, Navy brass hats have been using unorganized WPA labor on the project. To protect their wage scales and union organizations from this threat, the AFL workers have threatened to strike, not only the Fort Schuyler project, but other Navy work at Brooklyn, Floyd Bennett Field, Manhattan Beach and the Naval Hospital in Staten Island.

The AFL leaders contend that their unemployed members — of whom there are 60,000 in the city — are entitled to the work and at regular union wages. It was also revealed that the WPA men are being worked 48 hours at pay scales far below that demanded by the Union. The WPA men are receiving 48 to 62 cents an hour. The union scale is \$2 per hour.

No wonder the brass hats are scab herding!

### Shipyard Workers Continue Union Recognition Strike

KEWAUNEE, Wis., July 15.— Between 40 and 50 employees of the Kewaunee Shipbuilding & Engineering Corporation remained on strike today, demanding union recognition in collective bargaining and company adherence to the Shipbuilders' Stabilization Agreement.

The strike started last Saturday, about a month after the American Federation of Labor and four affiliated unions had petitioned the National Labor Relations Board for certification as the employees' collective bargaining agents.

Johnson said that he was informed that the unions had wired the War Labor Board saying that while they desired to co-operate in the war effort, they would not return to work until the company subscribed to the stabilization agreement, which sets wage scales in shipyards. The unions reported that the company engaged in war production, claimed it was not subject to the agreement and did not intend to come under its provisions.

## "Banana" Robson Is Well Taken Care Of

"Banana" Robson, head of the United Fruit Line, left his \$1-a-year job with the War Shipping Board this last spring. He was forced out because of the scandal surrounding the fact that he used his government post to win for his company the gravey runs regardless of the shipping needs of the war.

When Robson resigned we made the prediction that his influence would linger on and that United Fruit would continue to be taken care of. The truth of this prediction was revealed this week.

Lewis Douglas, Deputy Administrator of the WSA and successor to Robson, signed an order which gave United Fruit the right to keep its fleet at the job of running bananas up from South America. This in the face of the desperate need for refrigerator boats to transport

foods to the war fronts. The 40 ships of the United Fruit Line could move a lot of food to the armed forces . . . but such a job isn't as profitable as bringing up bananas.

The banana trade has become a touch-stone of shipping policy. It is an example of the business-as-usual policy of American industrialists who call upon labor to make all the sacrifices for the war.

Robson and the WSA continue to risk ships and the lives of seamen in hauling a non-essential product through the sub-invested waters of the Caribbean. This month will see 60,000 tons of bananas moved—this surpasses the imports permitted last month and the month before. Robson's friends do better by him than he did for himself.

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# W.L.B. Strikes At Labor In Wage Double - Cross

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the boss-inspired line that only by keeping down the living standards of the workers can we avoid inflation.

The real cause of the inflation — the spiraling price of food and clothing and shelter due to war profiteering—is something to which the Board turns its blind eye. It has become increasingly clear that the Board's primary function is to play the bosses' game of keeping wages at the lowest possible level.

### Minority Opinion

The dissenting opinion of the labor members of the Board, Robert J. Watt, Thomas Kennedy, George Meany and R. J. Thomas, said this: "The conclusion is inescapable that the majority carried on its deliberations with a fixed intention to not grant more than a token adjustment, selecting those facts which would fit that pattern and rejecting a multitude of facts and cogent arguments which call for a more substantial adjustment.

"Substituting rhetoric for analysis, it has gone all-out for the inflation thesis compounded of conjectures and prophecies, fears and hysteria. It has, in effect, accepted the contention, advanced, among others, by government agencies which are not charged with the duty of adjusting wage disputes, that there shall be no substantial wage adjustments, no matter how meritorious the case may be . . ."

### Victory For Big Business

Eugene Grace and Tom Girdler, with the aid of the WLB, have won a victory that strikes at the living standards of every worker in the country. The precedent set by this decision, and further "anti-inflation" legislation being pushed in Congress, open a new phase of the boss-blitz against the living standards of all workers the country over.

The bosses have taken full advantage of labor's no strike pledge in order to press their vendetta. Seeing their opponent momentarily disarmed, they strike hard and fast.

Their haste is understandable for the workers will not remain permanently disarmed in the face of such threat to their security. "The right to strike" is still their right!



## Sailing Ships To Serve All Americas

WASHINGTON, July 14 — A new emergency fleet of sailing vessels will help the United States deliver to the other American republics the minimum foodstuffs and replacement parts needed for the maintenance of their economies and bring back essential raw materials.

As developed from a plan of Wayne C. Taylor, Under-Secretary of Commerce, the program, announced by Nelson A. Rockefeller, Coordinator of Inter-American Affairs, provides for the acquisition of sailing vessels and the building of up to 100 of less than 1,000 tons deadweight.

All the ships will be owned by the Inter-American Navigation Corporation, chartered in the State of Delaware.

The new ships will be built in the yards of the other American republics, largely of native woods. Much of the iron requirements will be fashioned from scrap by foundries and machine shops in these countries. Auxiliary engines of less than 200 horsepower will be installed to insure the maneuverability of the vessels in harbors and to help maintain regular sailing schedules.

The sailing ships will be used largely in conjunction with the larger regular vessels, enabling the latter to speed up their schedules, but in some cases they will serve the regular routes, relieving the larger vessels for more urgent war tasks.

## S.I.U. Ship Sunk By New Type Torpedo

(Continued from Page 1)

them. Then upon arrival back in Mobile they are told they will have to wait for the Master of the vessel to get back before they can be paid off. This gent must have been aboard a Navy transport before, as he decided that he would wait and fly back, even though he has to get a priority from Washington. When he gets here we may possibly get the crew paid off. Personally I believe that the crew should get wages and subsistence 'til they are paid off. It is impossible to get a room in Mobile so the most of the boys headed back to their homes and they will have to go back again to Mobile.

The one bright spot in the whole picture is, it took a couple of hours shelling before they could sink the ship. Then when she did sink, she just settled down on a perfectly even keel.

After sinking the ship, the sub surfaced, came alongside the lifeboats. He (the sub Skipper) asked if there was any more aboard and when told no, he started shelling. After shelling a while he came back to the boats, called the Master and Chief Engineer by name, told them the name of the ship, where she was bound for and where she came from. He asked if he could give medical aid to any of the injured, and in general acted very much like a gent.

Before signing off this blurb would like to go on record stating that the boys all state that the Marines in the Islands and also aboard the ship were as well as the Navy men were not. It must just be a case of a bunch of punks from the sticks being used on the transport, while the old-timers are out on their duties.

## Margin Of Error Permits Beating Of Union Men

PORT ARTHUR, Tex.—After hearing that began in February, the Port Arthur city commission took 25 minutes to exonerate Police Chief H. F. Baker of the beating of union organizers.

Baker and two of his thugs beat up F. H. Mitchell, an organizer for the Oil Workers Organizing Campaign last Feb. 28.

Mayor R. L. Rutan said: "We realize that police officers must often act in a matter of seconds and that allowances must be made for a greater percentage of errors than ordinary."

Baker, defeated three times when he ran for police chief, is holding office by appointment.

## PERSONALS

### HOUGH

On July 14th you paid off in New Orleans without collecting all the money due you. The Agent is holding \$15.05 for you.

### ROBERT L. DIAMOND

Communicate with your daughter La Verne. She is at 322 Park Street, San Francisco, Calif.

### JOSEPH WALKER PROCTOR

Your daughter is worried about your safety. Write her at P. O. Box 990, Miami, Florida.

## ON CLOTHES!

If you are not claiming more than \$150 for loss of personal effects, you do not have to bother making out an itemized list.

## DO NOT SHIP

CHARLES F. DAVIS .....P 1805  
 FRED J. ENGLEBERT  
 JAMES D. WALKER .....P 7257

# SIU Washington Rep. Reviews Bonus History; Demands War Board Boost Payment At Once

by Matthew Dushane

(Editor's Note: The following document has been submitted to the Maritime War Emergency Board. Brother Dushane's tracing of the bonus struggle makes the document of historical interest to all seamen and the "Seafarers Log" therefore publishes it in full.)

July 22, 1942

Gentlemen:

In order to arrive at a comprehensive understanding of the Union's position regarding the seamen's bonus situation as it exists today, it is necessary to bring to the attention of the members of the W.E.B., that this is not a new problem brought about due to World War No. 2.

It has always been recognized by all maritime nations that when certain hostilities exist between nations, and when these hostilities lead to open warfare between nations, merchant seamen are called upon to make sacrifices, that other workers are not required to endure in following their regular line of work.

On May 8, 1917, a conference was held between members of the United States Shipping Board, the Steamship owners, and the International Seamen's Union. The conference entered into a tentative agree-

It is an historical fact that the seamen from the mercantile marine have played a leading part in the advancement and progress made by our civilization, and they have not been found to shirk their duty when called upon to contribute their all by their respective governments in times of hostility.

In recognition to the merchant seamen for their services, nations from the ancient times have always given certain remuneration to their merchant seamen for their valuable and valiant service's in times of war.

## World War No. 1.

Soon after the declaration of war against Germany by Congress on April 6, 1917, our government realized the necessity for an adequate number of seamen for the manning of transport and supply ships. Out of which grew what later became the Atlantic War Agreement.

This war agreement set a bonus rate of 50%, and also made several adjustments in wages and in working conditions. This was done at a time when the seamen were not organized as they are today.

This agreement was dated August 8, 1917, and was approved by the Secretary of Commerce and by the Secretary of Labor. Thus our government through their agencies approved of remuneration in the form of a bonus for the seamen of the merchant marine, and therefore gave recognition to the merchant seamen as other nations have done in the past.

## Spanish Civil War.

At the outbreak of the War in Spain between the Loyalist and the Fascists, the Sailors' Union of the Pacific and the Bulk Carriers negotiated a bonus agreement of \$250.00, and an additional port bonus of \$150.00 for every entry one of their vessels made in any Spanish port. Crew members were also covered by insurance to the extent of \$10,000.

## Outbreak of World War No. 2.

Several ships' crews at the outbreak of World War No. 2 in Europe demanded that their unions take action in getting them due consideration in the form of bonus and insurance for the hazard encountered in their line of work as free men.

Some of the steamship companies realizing the added dangers encountered by merchant seamen, signed on their crews with a rider attached to the shipping articles. In this rider it was agreed between the operators and the unions to negotiate for a bonus

and insurance, and whatever agreement reached would be retroactive to the day that the crew signed articles.

The seamen having the utmost faith in their union officials and the government of the U. S., in that it had established machinery to conciliate in disputes with the employers, namely the Department of Labor, they sailed their vessels as they felt that a satisfactory agreement could be reached with the department of labor rendering their services in this dispute. The operators used all the instruments at their command to stall off any satisfactory settlement of these questions.

## Washington Conference.

The Maritime Commission called a conference in September 1939 in Washington, D.C. All the operators were invited to attend, but the seamen's unions were not invited to attend this conference.

The maritime commission proposed that the bonus rate be started at 50% on all base wages, rates increase, the bonus rates to increase accordingly.

It was brought out in this conference that the cargo rates had increased to 33-1/3% and several of the operators felt that the bonus rate should start at 33-1/3 per cent and then to increase in accordance with any other increases in cargo rates. However a great majority of the operators insisted that all bonus rates should be 25%.

This conference ended with all the operators agreeing to pay a bonus rate of 25%, and insurance to be one year's salary, or \$2,000, whichever was greater.

## Union's Position.

When these proposals were submitted to the unions by the operators, the membership voted these proposals down unanimously, on the grounds that any bonus proposal submitted on a percentage basis was unsatisfactory as all lives should have the same value, as the bonus was a remuneration for the hazards encountered in their work and not based as to their skill or earning power. The insurance was unsatisfactory on the grounds that it was lower than any insurance paid under any compensation act, namely the longshoremen's compensation act.

## Stoppages of Work.

The operators refused to change from their proposals that they had agreed upon in the Washington conference. The obstinate position taken by the operators led to several stoppages of work by the seamen.

The stoppages of work by the seamen forced some of the operators to increase their bonus and insurance rates, as it became self evident to the majority of the operators that the bonus and insurance rates that they had agreed upon in Washington were unsatisfactory to the successful operation of their vessels.

The operators did not deal with the different seamen's unions as a whole, and this led to different bonus and insurance rates being paid by the different companies. A great howl was now being put up by the operators to stabilize the bonus and the insurance.

## May, 1941.

Through the efforts of the conciliation service of the Department of Labor, the following was

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## Dushane Finds Safety Regulations Improved By U. S. Coast Guard

REPORT OF A MEETING CALLED BY THE MERCHANT MARINE COUNCIL OF THE UNITED STATES COAST GUARD, MONDAY, JULY 13, 1942.

**UNIONS REPRESENTED:** The Sailors Union of the Pacific, Seafarers International Union, NMU, MFOU, CTU, ACA, MMP, MEBA, Licensed Officers Federal Union (AFL), Tankermens Independent Union.

**OPERATORS REPRESENTED:** Merchant Marine Institute, Pacific Tanker Operators, Tug Boat Operators, East Coast, and several other independent operators.

**GOVERNMENT REPRESENTATIVES:** United States Naval Intelligence, Maritime Commission, War Shipping Administration, U. S. Coast Guard and other Government agencies dealing with priorities, etc.

Meeting called to order at 10:00 A.M. by Commander Richard S. Field, Chairman of the Council.

Address by Admiral R. Waesche, stated that the policy of the Coast Guard shall be that no men shall be taken off of vessels on account of bona fide union activities taken prior to the war or at the present time or in the future. He specifically stated that the Communist Party was covered by this ruling. He gave a general outline of what the council is trying to accomplish.

Chairman Field then took up the first point on the agenda which dealt with procedure to be taken when it is in the interest of the public to remove seamen from ships. He read a copy of the policy, which will be forwarded to all Unions. All union representatives agreed that if men are taken off of ships, the Unions would have an opportunity of having a review of the case before a final decision is rendered. Commander Fields assured all Unions that they would be given an opportunity for a review.

Meeting adjourned at 11:30 A.M. Reconvened at 1:30 P.M.

Points No. 2, 3, 4, 5 were taken up. These dealt with safety measures on ships that have been ordered and also future safety measures. I had a brief to submit but did not submit it as all of the points are being taken care of by the Coast Guard at this time.

The following were the main points discussed:

1. That all life boats be equipped with outboard motors, or some other suitable motor to enable life boats to immediately leave the ship's side that has been torpedoed. It was brought out by the council that several oil companies are at present installing motors in all their life boats and that all the new ships that are being built by the Maritime Commission are being equipped with the motor boats. It was the opinion of the council that they are in favor of equipping all life boats with some suitable motor, and they are going to work along these lines and promised to give this proposal all their support.

2. That the Coast Guard see that portable radio receiving and sending sets that are waterproof be placed aboard the lifeboats. It was brought out that there is an order out at present that all ships are compelled to have a portable set. This set is always in the vicinity of the radio shack and when a ship is torpedoed, this set is thrown overboard and can later be picked up by the crew. The main argument against a receiving set seems to be by some of the operators that the Axis subs will use the same system to lure other ships by sending out phoney SOS's when they find out that the ships are carrying portable sets.

(Continued on Page 4)

## Sub Cargo Carriers Are Seen As Aiding Nazi Submarines

WASHINGTON, July 16 — Representative Satterfield (Dem., Va.) said today that correspondence found on a captured enemy submarine had confirmed that cargo-carrying submarines were supplying U-boats preying on shipping off the American Coast.

Satterfield, lieutenant commander in the Naval Reserve, who recently served a tour of duty as naval observer with the American Embassy in London, told the House it was imperative that the United States begin constructing such supply-carrying submersibles.

"I have conferred with disting-

ushed authorities with reference to the building of this type of craft," he said, "and unquestionably the construction of an undersea vessel capable of carrying 7,500 tons of cargo is feasible; and furthermore, such a vessel would be comparatively safe from submarine attacks, by gunfire or torpedoes, as it would proceed submerged at a depth of 100 feet.

"In addition, this type of boat, fully loaded and proceeding to a rendezvous, need never surface except under cover of darkness, hence chances of its detection and destruction will be at a decided minimum.

## U.S. Coast Guard Improves Maritime Safety Rules

(Continued from Page 3)

The Navy approves of all ships having sending and receiving sets on life boats so as to enable crews to know when their message has been received by some ship. As it works out now they can send all the messages out, and they never know if their message has been received.

The Council stated that they will give this their wholehearted consideration. Assurance was given after the meeting by some Council members that they are already working on this proposal.

Some discussion came up regarding oil for rubbing purposes when men's feet become frozen. The Coast Guard had a meeting on this issue so will give results—"Following the business of the meeting, the undersigned made some inquiries of the medical officers in the matter of massaging the feet and legs of persons in lifeboats (see paragraph 7 of memorandum of June 6, file 4430) Captain Hakanson of the bureau of medicine and surgery said that the so-called immersion foot apparently resulted from a combination of causes. These were, so far as is known, cold, deficiency in circulation, and possibly vitamin deficiency. The symptoms are swelling, whiteness, pain, and in extreme cases, ulceration and gangrene. In certain cases, the symptoms set in as early as the fourth day in the boat. It is felt that massage is of doubtful value even before swelling starts, and it is definitely dangerous after the symptoms have developed. Therefore the conclusion of the medical officer is that weight and space taken up by the gallon of oil required by section 153.6 (i) of subchapter 0, might better be employed in accommodating some other article of more certain value." So the problem of oil has been dispensed with.

Meeting adjourned at 4:00 P.M.

It was the conclusion of all the different representatives there that the Coast Guard is doing a good job regarding safety measures for the seamen.

Note: At the reconvening of the meeting Congressman Bland of the Committee on Merchant Marine and Fisheries, addressed the meeting, mainly about the great spirit of all parties concerned in gathering at the meeting to iron out and make suggestions regarding the safety measures that the Coast Guard is trying to promulgate. He said that if legislation is required to succeed in carrying out any of the measures suggested, his committee will do everything in their power to render all the assistance that they can.

## Editor's Mail Bag

Editor, *Seafarers Log*  
2 Stone Street,  
New York City

Dear Sir and Brother:

I wish to call to your attention the fact that out of the 12 to 15 hundred men up here at the Maritime Commission's officer school in New London, there are quite a number of men that are our Union brothers.

I'd like to take this opportunity to ask that you send up about 50

copies of the *Log* every week so that we can keep informed on the trend of events.

Send the copies to me and I'll see that they are distributed around to the boys. After all, just because we're studying for Mate's tickets, doesn't say that we don't want to keep track of the SIU. We are still good union men, you know, and will always remain so.

Thanks a lot for the papers.

Fraternally yours,  
C. T. SKIPPER, No. 4509

## Dushane Presents SIU Case For Increase In Bonus Rate

(Continued from Page 3)

agreed to by the operators and the unions:

1. Monthly bonus rate increased to \$60.00.
2. Port bonus to the Red Sea, Persian Gulf, Port of Djibouti, Port of Aden, was set at \$45.00 in addition to the monthly bonus for every entry made by a vessel in any of these ports.
3. For every entry made by a vessel in the Port of Suez and its vicinity, crew were to receive a port bonus of \$75.00, this in addition to their monthly bonus.

The following was also agreed to by the operators and the union. Quote from agreement (It is further agreed that this bonus agreement may be reopened for the following reasons: The committing of an overt act or the declaration of intent to commit an overt act, on any American ship, regardless where it may be, due to bombing, sinking, mining or the firing of guns thereon or thereat, or, should any port of call of the company's ship's be attacked, bombed or invaded.)

### Classifications.

1. Far East runs, through the Panama Canal and return through the canal, bonus shall become effective when the vessels crosses the 160th meridian west longitude west bound and remains in effect until the date the vessel crosses the 160 meridian west longitude eastbound. Bonus rate shall be \$60.00 per month, this bonus shall be paid while in all ports.

If the vessel comes back to the U.S., via the cape of Good Hope, bonus remains in effect until the vessel arrives at a U. S. Continental port. The same to apply to vessels going or returning to Australia, and or New Zealand, \$60.00 per month.

2. African runs, bonus shall start on the day of departure from the last U. S. continental port, and shall end on day of arrival at the first U.S. Continental port.

3. Iceland and Greenland runs, same as No. 2, \$60.00 per month.

4. Zone east of the port of Yarmouth N. S., and north of thirty degrees latitude, bonus to be paid if ships are running coastwise and go in this area while bound for Canadian ports. This bonus is paid while vessel is in ports in Canada and in the St. Lawrence river, rate was set at \$30.00 per month.

### In Port.

Wherever monthly bonus were established, and ships were in any port which came under a certain bonus run, or returned from a certain run, bonus were paid while in all the ports. No deduction was ever made for ports or roadsteads.

Port bonus were established in addition to monthly bonus because the vessels were subjected to be bombed by aerial attack while in these ports, and ships could not be moved out of the harbor, or shifted quickly to insure proper safety measures, as the vessels would either be at anchor or moored to the docks.

### Robin Moor.

The sinking of the Robin Moor, an American merchant vessel, by a Nazi submarine on May 21st 1941, brought a demand from the seamen of our union to reopen the bonus question, as per our agreement signed between the operators and the union in this month.

The operators and the union held conferences which lasted until the month of September. The operator refused to grant increases. A vote was taken by the membership and they voted to strike the ships.

### National Defense Mediation Board, Case No. 80.

The dispute which was certified to the board arose out of the tieup of 23 ships in New York Harbor. The parties who were certified involved the American Merchant Marine Institute, other shipowners affiliated with the Pacific American Shipowners Association, Waterman S. S. Corporation, Seafarers Int. Union, and the Sailors Union of the Pacific. The dispute as presented related solely to

questions of war bonus and insurance for war risks taken by seamen.

The shipowners stated in their views the problem was an industry problem with ramifications affecting many companies and unions not party to the dispute. They urged the importance of establishing a permanent stabilization program similar to that which OPM had created in shipbuilding.

The two unions which were a party to the controversy sought a decision on the bonus and insurance issue. The board explored this possibility and made suggestions which have resulted in increases in monthly war bonus and Suez port bonus.

### N.D.M.B. Recommendations.

(Quote)

1. Crews on American vessels sailing to foreign ports perform an essential role in the national defense effort. Sound relationships between representatives of these crews and owners of these vessels are of great consequence to the nation.

5. A special problem arises from the risk run by men who go to sea in time of war. This problem has not been solved by existing or contemplated contracts. It is with this problem that these recommendations are concerned.

6. The first part of this problem is to provide for bonuses for war risk which will be fair under present conditions. The second part of this problem is to provide machinery for making equitable future adjustments if conditions change.

7. To meet the first part of the problem, the N.D.M.B. recommends that until changed, as provided in paragraph 8, the following rules shall govern those who become signatory to these recommendations. (Unquote)

The Board set up five war risk areas, namely:

1. Trans-Atlantic voyager to Spain, Portugal, East, South of West Coasts of Africa, Red Sea, Persian Gulf, India, Iceland and Greenland. (Whole voyages; except that if any vessel continues eastbound to United States ports via India and the Pacific Ocean said bonus rates for such area will continue until the vessel passes the 180th meridian, eastbound, and thereafter no further bonuses will be payable.)

2. Trans-Atlantic voyages to Russia (Archangel, Etc.) (Whole voyages.)

3. Trans-Pacific voyages to Japan, Philippine Islands, China, Indo China, East Indies, Malayan Peninsula. (After crossing the 180th meridian Westbound, until crossing the same meridian Eastbound.)

4. Trans-Pacific voyages to New Zealand and Australia. (From arrival of vessel in Suva or crossing the 180th meridian, westbound, until departure from Suva or cross the 180th meridian eastbound.)

5. Canada (Atlantic Coast) while vessel is north of 35 degrees latitude when bound to or from a Canadian port.)

b. An able bodied seaman shall be paid a war risk bonus of \$80.00 a month in the first four areas and \$33.00 in the fifth area. Other unlicensed personnel shall be paid the same bonus.

c. There shall be paid to able seamen in addition to the area bonus just provided, the following port bonuses:

1. From the port of Suez, or any other port which is subject to regular bombing, \$100.00, plus \$5.00 per day each day beyond five days that the vessel is in port.

2. For any port in the Red Sea or in the Persian Gulf not covered by paragraph (1) *Supra* \$45.00. The same bonus shall be paid other unlicensed personnel.

8. To meet the second part of the problem, the N.D.B.M. recommends that the following machinery for making equitable future adjustments shall govern those who become signatory to these recommendations:

b. The signatory asking for the change shall present his request in writing to the party from whom the change is sought. (Meetings shall occur at once.) If agreement between them is not reached one week after the request is presented, either party

(Continued on Page 5)

WHAT'S DOING

# Around the Ports

## NEW ORLEANS

By

"ARMY"

Things are booming again in the city of muddy water. We have a few of those lost ships in here. We have a rumor factory around the corner and if the boys place any strength in the stories being dished out here, then every ship in the country has been sunk. It's getting so bad that I'm doubtful that the Mayflower every made the trip across. What I want to get over is, don't pay any attention to the bar-room Gazette. The boys, as they come in, will let you know the score, so don't get perblush by dishing the dirt about some ship being sunk and then have the lads from the ship walk in and call you a liar. The only one that you are helping are the ones that you are fighting. And it don't make sense to risk your life today to win the war, and blabbing all over the place to help the enemy.

Time and tide waits for no man, but still the boys miss their ships figuring that they should have some sort of hold-over. Still getting the drunks' beefs about, I missed the ship. We have a deal on with the local whiskey distributing company to put a time-table in each bottle.

One more that the boys should fake some time out to think over is, don't sign on a ship unless you are going to make the trip. We get a beef a week from members signing on in Mobile, getting over here and wanting to pay off the ship even though they have been on articles for all of two days. We sign a ship on here and they sail, two days later they come into the hall bringing the blessings of the Mobile staff with them. This is serious, and when a few men lose their papers then it will be too late. Being able to say I told you so won't help.

So, 'till the man comes around again, will close saying the slogan should still be "Keep 'em floating" instead of keep 'em sailing.

## PHILADELPHIA

By

EDWARD LYNCH

The city of "Scrapple Eaters" is still on the map irrespective of what Brother Harry J. Collins or J. L. think. But if these "Liberty Iron Maidens" continue to come in here, the city fathers, with the assistance of a few of William Penn's descendants, may pass a law to give the "Liberty Maidens" the liberty bell, for though it may be a cracked piece of metal, we can at least state that it is worthwhile looking at and into, but the writer had rather give them the famous "BROOKLYN BIRD (BOID)." When the shipowners decide to give the unlicensed men decent living quarters on those "Iron Ladies," then I'll apologize for that last crack, but until then, it is status quo.

Who stole the shipowners' jewels? Papers from coast to coast have run that streamer headline. I wonder if they'll also try to blame that on the membership of the SIU, or is that just a good excuse to pull another Stanley Dollar trick; in other words, cut the overtime or cut down on the food.

George (The Jersey Wildcat) Seeberger was vacated from Wildwood and now makes Philly his headquarters. He was Maitre de Hotel in some swanky joint up Atlantic City way, and George tried to organize the help into the A. F. of L., and so help me, John Law walked right in with the permission of the owners and poor little Seeberger (229 pounds) took a ride in the Paddy-wagon. And to heap insult on top of insult, the Paddy-wagon was drawn by two horses. Lord, Lord, who uses all of the seaside's gasoline. Try again, Dutchman, and you'll finally make it, and I don't mean the clink again, either.

Edward (Casanova) March and Anthony Shuder have finally made their settlement for having one of the tin fish torpedo them. Eddie showed up at the Hall, but where, oh where, did Tony go. The Investigating Committee for live-ones are certainly worried, and they have been looking in every spawhetti house in town for Tony. Sam (Windy) Foss has returned from being torpedoed, and from the stories he tells, I must advise Casey Jones and Robert (Do-the-best-you-can) Hillman to look to their laurels, for that Sammy am a whammy.

Two of the Robin Line (very palatial but not spacious) have departed these shores for areas unknown and if two more of the same ilk and breed show up here at the same time again, yours truly will have to take an added week's vacation. A Standard Oil Steward came down here from New York (Yes, Brothers, he shipped through the Company's Office) and immediately proceeded to put the Standard tactics into effect. He didn't last very long though. First: He shipped his sidekick off of the dock, and when told about it said, "to Hell with the SIU." He was just as independent as any damned Union, and he'd ship whom he pleased. He and his side-kick were pulled off of the vessel and treated as phonies should be treated. The Steward's name is Tom Anderson and his stoogey side-kick's name is W. J. Russell—P. 7855. Please do not allow these two guys to sail on any SIU vessel. To top it all off, the Steward, Anderson, put twelve hours overtime in that belonged to two other messmen on his sidekick's overtime sheet, and "Com-rat" Russell politely beat it off the ship and left his clothes on there.

Eddie McKeefry, better known as Long Drawers, has been around the Hall, and he is still trying to get his overtime from the SS La Salle and that Irish temper is sure beginning to look like a red glow

in the skies.

Jimmy Russo, our militant Tony from the Ridge, has just returned from the wilds of the Arctic regions, and he is as peeved as Hell because his name was not in the Log while he was gone. Well, here you are James, and we won't slight you ever again.

Regards from the SIU brothers in Philly to all other brothers in all ports in all parts of the universe.

## SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

ATLANTIC and GULF DISTRICT

### Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City  
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# Dushane Presents SIU Case For Increase In Bonus Rate

(Continued from Page 4)

may present the matter to the United States Department of Labor, division of conciliation for conciliation. If conciliation in one week after the matter was presented to the division of conciliation, is not conciliated, the director of the division may then refer the case to a board composed of three disinterested persons to be appointed by the President of the United States. Such board shall have power to make recommendations.

10. *Nothing in these recommendations shall be interpreted so as to reduce benefits now existing under collective bargaining contracts.* Except as herein modified existing contracts and arrangements shall continue.

### Statement of Principles.

When the conference was called in Washington, D.C. by the W.E.B. after the entry of the United States in World War No. 2, and they submitted certain proposals to the operators and the unions, which later became known as the Statement of Principles, the unions realizing that to help further the war effort, a centralized agency dealing with the operators and the unions on the bonus and insurance question could be a vital factor in dealing with this question. They felt that the W. E. B. would be fair and just in rendering decisions, due mainly to the background of the three board members, thus they subscribed wholeheartedly and put their utmost confidence in this board.

### W.E.B. Decesion No. 2 and No. 2 Revised.

The W.E.B., in making these decisions, made an honest effort to tackle a very delicate situation by trying to render a fair and equitable monthly bonus, port bonus, and area bouns, and established 6 classifications, in some of these port and area bonuses the unions lost some of their conditions that was handed down in the decision of the N.D.M.B. The board showed their sincerity in trying to arrive at a fair and just equitable decision in that they recognized the increased hazard that confronted the merchant seamen, by increasing certain monthly bonuses. *The board in making decisions No. 2 and No. 2 revised, at no time excluded any bonuses while a vessel was in any port, outside of U. S. Continental ports.*

### Decesion No. 7, No. 7 Revised.

The board in rendering this decision went off on a different tangent and rendered what our organizations feels is confusing and unjust decision which resulted in the lowering of bonuses, which was contrary to the recommendations of the N.D.B.M. and the W.E.B.'s own policy that they had set out to do as per decision No. 2.

In our recommendations we will make an effort to bring to the board's attention certain parts of these decisions which we feel will help to stiffen the morale of the merchant seamen.

### Morale of Merchant Seamen:

Our organizations feel that all the seamen of the mercantile marine today are giving what no other

group of workers today are called upon to give. The sacrifices that the merchant seamen are called upon to contribute in the struggle that our people may and shall remain free, is not, and cannot be given by any other group of workers in following their regular line of work.

The merchant seamen have seen and have taken note and contributed financially to all the numerous drives by the different civic and other organizations, to try and bolster the morale of our armed forces. Theirs is the realization that we must have a unified and united coordination between the Armed forces and the Industrial forces, and we feel that the morale of the merchant seamen should not be impaired by any lowering of bonuses. If any changes are to be made they should, in view of the increased dangers, be made higher.

When the merchant seamen see workers' wages of all other industries being increased to try and keep up with the ever increasing cost of living conditions. But decisions rendered by the board are confusing, and also lowers their income, this at a time when the Union's signed a pledge not to strike any vessels to try to better their wages to keep up with the cost of living conditions, certainly it doesn't bolster the morale of the merchant seamen who have to bring the much needed supplies to the soldiers and our other branches of the armed forces.

The merchant seamen are beginning to look at the W.E.B. with suspicion and are starting to lose the confidence that they had placed in this board. We urge the members of the W.E.B. to give careful study to the seamen's problems and to render fair and just decisions, and we urge that the board give favorable consideration to our recommendations. We feel the merchant seamen will start and leave the industry and go to other jobs due to the confusion that some of the decisions have caused, and the continual sabotage caused by the operators (whether they do it intentionally or not, it is a wild form of sabotage) by finding little loop holes in these decisions and hold up on some of the seamen's monies that they have coming to them when they pay off.

### Recommendations to W.E.B.

1. That all bonuses be put in classification No. 1.

The reason that we propose that the board make one classification, is because, the war has spread all over the world and the axis powers do not recognize any particular latitude nor longitude before sending a torpedo into a vessel. The ships, in order to get into a low bonus area, have to pass through a high bonus area, and it certainly would look strange if we told our soliders and sailors or fliers, that they were to receive certain wages when in the enemies vicinity in Africa, and another scale of wages when they were in the enemies vicinity in South America. It certainly wouldn't help to bolster their morale.

2. That monthly bonuses remain in effect while in all ports of the world, with the exception of all United States Continental ports.

a. In all our collective bargaining agreements

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# Dushane Presents SIU Case For Increase In Bonus Rate

(Continued from Page 5)

monthly bonuses were paid while in ports outside of the U. S. Continental ports.

b. The National Defense Mediation Board in their decision also ruled that bonuses be paid in all ports outside of the continental U. S. ports.

c. The War Emergency Board made the same ruling in decision No. 2 and No. 2 revised.

d. We feel that the danger lies as much in ports as outside of these ports, as we know that the central and South American governments haven't the Navies nor the Coast Artillery to give ample protection to ships while in these ports or roadsteads.

e. Ship was torpedoed in port Limon while alongside of dock.

Ships were torpedoed while in the St. Lawrence River. Ships were torpedoed while in the Port of Aruba, and while lying in the roadstead of Trinidad. Sabotage was committed on an American ship while lying alongside of dock in Rio De Janero, explosion on ship set fire to her.

f. In decision No. 7 revised, it reduced the monthly bonus rate to as low as 35%, due to the clause which says that no bonus shall be paid while in the western hemisphere ports. In decision No. 2 bonuses were paid while in these ports.

Although bonuses are paid while in some ports of the western hemisphere, some are classified as such or classified as open sea anchorage. These classifications come within the scope of Decision No. 7, revised, and are determined by the Hydrographic Office Sailing directions as per No. 6 ruling in decision No. 7, revised. There are hundreds of these so-called open sea roadsteads in the West Indies, Central, and South America, and the method of determining whether a bonus shall be paid comes under this ruling. Men who have compiled government charts for the U. S. Government, have stated that they are subject to arbitration. We feel that this is one of the most important sore spots with decision No. 7 and 7 Revised, and will cause hundreds of seamen to leave their calling, for jobs ashore, as this part of the decision is causing the merchant seamen to lose faith in the Board.

3. That all ports, bases, or other anchorages in the Aleutian Islands, and Alaska, with the exception of South Eastern Alaska, be classified in the \$125.00 area, and that this bonus be retroactive to June 3, 1942, the day that Dutch Harbor and its near vicinity was bombed by the Japanese.

a. We feel that all the seamen who were in that area at the time the Japanese bombed Dutch Harbor should be entitled to the port bonus, and not only the seamen who arrived there after the board's decision of the 13th of June, ten days after they had bombed Dutch Harbor.

b. We also feel that this bonus should apply to all of the Aleutian Islands, and Alaska, for the reason that Unimak pass is only 60 miles from Dutch Harbor, and other parts of Alaska are only one hour's flying time from Dutch Harbor. Planes based on carriers make it much less, and we all know that Alaska has not the fortifications of Pearl Harbor.

4. That all of Australia, and Tasmania be included in one bonus area, and that this area be classified in the \$125 area.

That New Zealand be classified in the \$125.00 area instead of the present \$100.00 area.

The New Hebrides be classified in a \$125.00 port bonus area.

a. We feel that this part of the globe has become one of the most important war areas, and that our fleet cannot give the protection to the ports in these areas, due to all the Islands that are in the control of the Japanese and that the monthly bonuses are inadequate compared to the dangers that exist there.

5. That all bonuses shall start at midnight on the day of departures from all U. S. continental ports, and shall end on the day of arrival in all U. S. continental ports, regardless of whether they are in the coastwise or off-short run, and regardless of whether they are running coastwise to complete loading before the final departure port, or running coastwise in discharging part of their cargo before the final discharge port.

a. We feel that no bonus should stop during any period within a twenty-four hour stretch, and that a full day's bonus should be paid in all cases, and no part of a day should be allowed, unless a full day is given, this was always in accordance with our agreement with the operators in all our collective bargaining agreements.

6. That the board issue a directive to the operators to comply with the board's decision No. 8, and that copies of this order be forwarded to all Unions.

a. We have had several instances of the operators giving us the run-around on this order. Some of the operators only want to make partial payment of decision No. 3, when they are compelled to lived up to decision N. 8. We feel a clarification should be issued on decision No. 8 and that when this decision is invoked that the operators are to comply with decision No. 3 to the letter.

7. Under decision No. 3, dated January 20th, 1942, on page No. 2 (b) 9th line down, commencing with "PROVIDED" the sixth line, which reads as follows, Quote "have delivered to the master for approval and deposit with owners representative in said port," unquote.

a. We feel that the wording of the sentence should be clarified, as some of the owners have been refusing to pay claims after the crew have submitted a list to the master on the valuation of their clothes in excess of the minimum (\$150.00), because the master failed to submit this list to the owners, and the master was lost when his vessel was torpedoed.

b. The master being the rightful representative of the owner, we feel that after the crew submit their list on clothing in excess of the minimum (\$150.00) and the master has O.K'ed this list, the company shall assume full responsibility if the master does not submit this list to the representative of the company.

c. Crews in making a pier-head-jump on a ship cannot submit their list to any other representative of the company after they have submitted their list to the master for approval. The companies haven't any other representative on board the ships, as many times the ships arrive at 2 A.M., and it would delay the ship if they had to wait until 9 A.M. to be able to go ashore to submit this list to any other company representative.

8. That the present \$150.00 minimum as per decision No. 3, remain in effect as at present, and that the maximum be raised from \$350.00 to \$500.00 for loss of personal effects, without regards as to the status of the unlicensed personnel.

a. We feel that a minimum of \$150.00 for all unlicensed personnel should be paid to all seamen without the making out of any list and that a directive be issued to all operators to stop breaking down the morale of the seamen by requiring them to make out a list to recover this amount for personal effects after they have been torpedoed, and that a copy of this order be forwarded to all unions.

b. We feel that a maximum of \$500.00 be set for any excess of clothes, tools, or other personal effects. We have had several cases where carpenters have lost their tools and the amount that they have received cannot cover the lost that they have paid for same.

c. Under decision No. 3, dated January 20th, 1942, page No. 2 (B) any unlicensed member of the crew receiving a wage scale of \$120.00 or less, and he has clothes and tools, valued at \$350.00 can only receive \$250.00 for loss of same. While on the other hand any member of the unlicensed members of the crew who receives a wage scale of over \$120.00 per month, and he has clothes, and tools valued at \$350.00, the same as the other unlicensed member, he receives the full \$350.00 for personal effects. It does not seem fair to us that the amount of recovery a member of the unlicensed personnel receive for their loss of personal effects should be based on their wages that they receive.

9. We feel that port bonuses should be set up to take care of vessels that are going into the Mediterranean Sea, and that these port bonuses should be classified in four areas as follows:

a. All ports, bases, or anchorages, from Gibraltar to 5 degrees East Longitude, or vice versa, to be con-

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# Brass Hats Are Still Optimistic On Subs

Secretary of Navy Frank Knox said that the convoy system, in effect along the East Coast of the United States since May 14, has been extended to the Caribbean and will take in the Gulf of Mexico.

"We are getting various patrol vessels to combat submarines into service as rapidly as possible and are increasing the number of patrol planes with equal expedition," he said at a press conference held as he halted in New York City on an inspection tour of the entire Eastern seaboard.

## TRAINING MORE MEN

Declaring that more officers and men were being thrown into the anti-submarine war, Knox added:

"We have a large submarine combat school, which now has 1,200 men being trained for this service. It is an extremely difficult service. We require ships of the right type, the right kind of equipment, and the right kind of men to handle them."

Vice Admiral Adolphus Anrews, Commandant of the Eastern Sea Frontier, said that small privately-owned yachts and other craft were being added to anti-submarine patrols.

Earlier in the day Knox told reporters at Quincy, Mass., that the Navy did not for the present plan to draft men into service.

"We are doing very well by voluntary recruiting," he declared, "but the time might come when selective service men might be taken into the Navy."

## PROBLEM BEING STUDIED

Rear Admiral James L. Kauffman, Commander of the Gulf Sea Frontier, said that submarine attacks in that area are diminishing and that use of convoys to protect Gulf shipping is under study.

"We are endeavoring to use every ship we can lay our hands on that can go to sea and stay there for the protection of shipping and the detection of submarines," he said in an interview.

Admiral Kauffman, who also is Commandant of the Seventh Naval District, came to New York from Miami headquarters to confer with Rear Admiral Frank T. Leighton of the Eighth District.

"We won't say now whether convoys will be ordered for all Gulf shipping," Kauffman said. "This is a question of convoys versus patrols and the point is disputable, depending on such factors as the speed of ships and the length of time escort vessels will be tied up."

He pointed out that the tactical command area covers 670,000 square miles and a "coastline 4,000 miles long."

# Greeks Seek Wages And Conditions Thru I. T. F. Union

The International Transport Workers Federation told of a London conference to consider a new collective agreement with the Greek seamen. Negotiations are under way there for the unification of the Greek seafarers' movement and solidification of the new pact between the Greek Government in exile, the Greek seamen and the Greek shipowners.

Although Greek maritime labor is not affiliated with the I.T.F., the unity negotiations between the Greek Seamen Union in Great Britain and the Greek Maritime Union in the United States are being conducted under the auspices of the federation.

The Greek Maritime Union was organized late last year in New York and now has branches in Buenos Aires and Durham, South Africa.

The new collective agreement includes, among other union demands, a 40 per cent increase of basic wage and war bonus which now totals \$75 a month. The union also seeks proper safety measures, overtime pay and improvement of living conditions aboard Greek ships.

I. T. F. officials declared that living conditions and food supplies aboard Greek ships are unbearable and border in some instances on near starvation. They also set forth substantiated complaints on unsanitary living quarters, the withholding of one month's wages

by the shipowners without the consent of the men and overwork.

In a sharply worded protest against conditions and the treatment of seamen aboard Greek ships the union placed responsibility upon the Greek authorities who, according to the union, have "blandly refused" to cooperate in an effort to stamp out abuses. The union also asserts that all attempts to convince the Greek authorities in this country of the necessity of using their influence to assure fair treatment and a greater measure of collaboration between the shipowners and the crews have been to no avail.

## ASSESSMENT!

Remember there is a \$2 Organizational Assessment which goes to the International.

The payment is voluntarily! How good a Union man are you? Have you paid your \$2 obligation?

## Out of the Focs'l

by  
J. L.

Captain McDonough, Master of a sunken vessel had a lot to say about the cause of the sinking, in Mobile papers. On deck he had planes and tanks without any covering over them. When sighted by a sub, his ship was bound to be sunk with all that valuable cargo exposed to view. The old man did not allow the boys shore leave in Trinidad, but they were brought to that port soon after the sinking. Three Brothers were lost.

△ △ △

Joe Glick received his initiation aboard a torpedoed vessel and is all over that scary feeling. Joe missed the plane that was taking the crew to the States and had to wait for a later one. Upon arrival he boarded a train from Miami to New York and on the way home the train was derailed in South Carolina. No one was hurt and Joe got back safely to New York.

△ △ △

John Ossmow, AB, whom most brothers know as "Big John," has had some hard luck again. We remember John when he was ashore, in India. Some apple knocker hit him over the eye with a bottle. When John got mad, he flung the guy two stories and he didn't hit the pavement any too lightly. John almost lost the sight of the eye because of it, but an operation saved it, leaving an ugly scar.

On board the torpedoed vessel he was asleep under a plane, and when the torpedo hit, the plane broke and pinned him under. He called for help but no one could reach him. His luck held out. When the ship reached water level he was washed-out from under the wreckage and the brothers were able to pull him into a lifeboat. Soon after the boys were picked-up by a destroyer and the doctor performed a delicate operation on John and saved his life. Big John is progressing very nicely at the Army Base Hospital, in Trinidad and would like to hear from some of the boys. John now has not only a scar over his right eye, but a long ugly scar over the left side of his face. He certainly is a stout-hearted fellow.

△ △ △

Many of the brothers know of the Recreation Center in Bermuda which is open to men in the armed forces. No merchant men are allowed in the place. Joe Glick's mother contacted the head man of the foreign branch of the USO and he promised her that in the future all merchant men will be allowed to enter the place and participate in its activities. Our hat is off to Mrs. Glick for aiding the merchant seamen. We hope that mothers of our seamen will follow in her footsteps and write "MY DAY" and ask her why seamen are not allowed to enter USO centers. Philadelphia has taken a step forward in the right direction, and other cities should do likewise. Merchant Seamen are doing as much for the cause as the men in the Service and should be given the same consideration . . . **DON'T FORGET TO BUY WAR BONDS AND STAMPS TODAY!**

### A REMINDER

Any member of the SIU who accepts transportation money from an operator to get to the point of debarkation of his ship, and then refuses to sign on, shall refund the transportation money to the operator and shall be fined \$25 by the union.

A member delaying a ship or quitting without notice in accordance with the ship's articles and the union contract, shall be placed on trial. If the member is found guilty of the charge, he shall be suspended for 30 days, plus a \$20 fine for the first offense; six months suspension and a \$50 fine for the second offense; and for the third offense he shall be expelled from the Union.

Adopted at Agents Conference in Savannah—Ratified by the membership.

### Rules on Personal Effects:

IF YOUR SHIP IS SUNK AND YOU LOSE YOUR GEAR, YOU ARE ENTITLED UP TO AND INCLUDING \$250 COMPENSATION ONLY IF YOU HAVE MADE OUT A LIST AND VALUATION OF YOUR BELONGINGS AND FILED IT WITH THE SKIPPER BEFORE SAILING. FAILING THIS, YOU ARE ENTITLED UP TO AND INCLUDING \$150. IF YOU FAIL TO LIST AND FILE YOUR GEAR, THERE IS NOTHING THE UNION CAN DO TO AID YOU TO COLLECT MORE THAN THE \$150.

### Rules on Death Benefits:

ALWAYS NAME A BENEFICIARY FOR YOUR \$5,000 GOVERNMENT INSURANCE IN CASE OF DEATH AT SEA. MANY CASES HAVE BEEN HUNG UP FOR MONTHS BECAUSE OF THE FAILURE OF A MAN TO NAME A BENEFICIARY. PROTECT YOUR FAMILY BY NAMING A BENEFICIARY!

## S.I.U. Bos'n Finds Changes After 8 Mo. Away From Sea

By DON RONAN

Having returned to sea after an absence of 8 months I was surprised at the changes that could take place in such a short time. I, together with Brother Arthur Thompson, made one of the Robin ships about 6 months ago. The ship, as far as quarters and living conditions including meals, (which is a tribute to Phil Insoft, the Chief Steward), were ideal but beyond that I was coming to a life in a strange world of which I knew little or nothing as far as the war situation went. First, we had a Chief Mate that had been with the Clyde-Mallory line for 15 years and if his actions indicate the way he conducted himself while with that outfit, I am one to say I am mighty thankful that I have been on SIU ships. He was a bell to bell worker, but instead of waiting until the bells he tried to advance the hours a couple of minutes. As the trip progressed, however, he turned over a new leaf when the second, third and fourth mates told him to smarten up and leave the gang alone.

The skipper, however, was the BIRD of the trip. First, he refused to swing out the boats, claiming the boats were too heavy for the davits; this despite the fact that a couple of sister ships had their boats swung out for the entire trip. It takes 100 turns of the davit handles to get these boats overside for lowering and with ships going down in a couple of minutes, that is a lot of swinging. In Suez, with a couple of other ship working the 6-12 shift because of the heat, this bird MacKay said that since the men had signed on to work 8 hours a day they were to continue to do so. The crew managed to convince him, however, that a good deal more work could be done in six hours with the result that the men worked 6-12 the same as the other ships. To top off his marvelous economic spirit, (for the company), he decided that he was going to make the boundaries for the area bonus for Suez and wanted it cut out. This, even after the Second Mate, who incidentally proved himself to be the best Union man among the licensed personnel, had signed an affidavit to the effect that we had passed the markers for the area.

Outside of catching fire three times, two collisions (one with a tanker loaded with high-test gasoline,) and travelling with a hole in the bow that was taking water at the rate of six feet in any kind of sea, it was a quiet trip. We did have much to be thankful for in that we did have a crew that was 100% together at all times.

It is tough to hear that so many of our Union Brothers have been lost. It would be hard to pay them enough tribute for taking out some of the rust buckets that they are compelled to sail. More power too, to the men in the gun crews as a whole for the magnificent way they conduct themselves.

### REPORT FROM

## Washington

### Liberty and C. E. 2 Type Ships:

The W.S.A. is trying to get Admiral Vickery to get someone to work closer with them, so as to enable them to get quicker action when changes are required on these ships after they have been turned over to the W.S.A. to operate. A member of the construction staff connected with Admiral Vickery suggested that all doors in rooms on inside passageways be taken off. In several cases when a torpedo hits a ship the doors jam and men cannot get out of their rooms. This is a very difficult situation for the men to make a decision on as we know a great percentage of our ships are running to Murmansk and Archangel. Now if we agree to let them take all the doors off with winter coming on, it means that our men will be getting pneumonia.

There will be a meeting called on this subject soon so the membership should give this very deep consideration before any decision is made.

### Hotcans:

The question of hotcans was taken up with the Coast Guard here and they do not recommend these in life boats for the following reasons: They take up too much space in the boat for the amount of nourishment they supply. Doctors recommend that the space that this product would occupy be made available for other equipment such as water. It is said that men can live as high as 30 days without food and have about a 95% chance of pulling through. But if men are without water for five days there is little hope for them. The Coast Guard is, therefore, making plans to increase the water supply on all boats.

We are now trying to get the Coast Guard to compel the owners to carry an outboard motor or some other motor in all life boats so as to enable the life boats to get away from the ship's side quickly after they have been torpedoed. We are also working on the question of portable receiving and sending radio sets for life boats.

The Coast Guard requests that if any of our membership have any suggestions regarding any further safety measures that they believe will help to better the seamen's safety, send their suggestions to Richard Field, Chairman Merchant Marine Council, Washington, D. C. Also send a copy of the suggestions to me so that I can follow them up and see how we come out.

### On Sending In Beefs:

I have about 20 cases here at present. If any of our agents or men have beefs they should address them to Captain Edward Macauley, War Shipping Administration, Department of Commerce Building, Washington, D. C. Also send a copy to me at the Hotel Herrington in Washington.

It is important on all beefs to give specific information such as name of ship, port or place where beefs happened, name of persons involved, dates and all other information.

The Board has suggested that all officials send duplicate copies of these letters to the shipowners involved as this will speed up the consideration of the case.

After each beef is settled the Agent involved should send me word that it is settled and in what manner. This will help me clear the cases off the calendar here and let me turn to other cases.

### INFORMATION ON INSURANCE PAYMENTS

After you have designated your beneficiary, inform that person. In the event that you are one of the unfortunate seaman who does not return from sea, it is not necessary for your beneficiary to retain a lawyer to collect the \$5,000 insurance benefit.

Tell your beneficiary to contact your union hall for full information. This money could be collected without a lawyer and at no cost to the beneficiary. Some attorneys are charging as high as \$1,000 to collect the insurance.

JOHN HAWK

### Gov. May Control Great Lakes Tankers

The Government may step in to control the movement of tankers on the Great Lakes and barges on the New York State barge canal in an effort to increase oil deliveries to the gasoline-rationed East Coast by 100,000 barrels a day, Defense Transportation Director Joseph B. Eastman has informed a Senate committee.

Testifying on a \$1,856,000,000 supplemental money bill, Eastman told an appropriations subcommittee that delivery of oil to the East had been speeded up by controlling the operation of train tank cars, eliminating short hauls and arranging tram-load deliveries to points where trucks could take over.

# Dushane Presents SIU Case For Increase In Bonus Rate

(Continued from Page 6)

sidered as one area.

b. All ports, bases, or anchorages, from 5 degrees East Longitude to 15 degrees East Longitude, or vice versa, to be considered as one area.

c. All ports, bases, or anchorages, from 15 degrees East Longitude to 25 degrees East Longitude, or vice versa, to be considered as one area.

d. All ports, bases, or anchorages, from 25 degrees East Longitude to 35 degrees East Longitude and all ports, bases, or anchorages to the east of 35 degrees East Longitude in the Mediterranean Sea, and this to be considered as one area. This area to also include that part of the Suez Canal north of the 30 degrees North Latitude.

e. We feel that these areas should come under a port bonus classification of \$200.00 in addition to the monthly bonus rate. Due to aerial activities in these different areas, and the increased bombings there.

10. That the Suez Port bonus be extended to include the area in the Suez Canal South of 30 degrees North Latitude to the area north of 25 degrees North Latitude in the Red Sea, and that this bonus rate be also classified as a \$200.00 area. Due to the increased aerial activity in this area and the added danger there.

11. That when decisions are made for port, area, or any other kind of bonuses, that these bonuses become effective at the time any of these areas were bombed, if the decision was rendered after certain ports, bases, or anchorages were bombed. If ports, bases, or anchorages, have not been bombed when decisions are made to cover new bonuses, bonuses are to go in effect the day that they were rendered and not to apply to ships that leave after that date. In no case shall the board issue any decision whereby any bonuses are reduced to apply to ships that are out at sea at the time the board issued the decision.

a. We feel that any time the board renders a decision to grant any or increase any port or area bonuses, after ports or bases have been bombed these bonuses should be retroactive to cover the ships that were in those ports or areas at the time that the bombings were going on. In the case of the decision of Dutch Harbor, this port was bombed by the Japanese on June 3rd, the board issued a decision and made this a bonus area effective as of June 13th, ten days after the bombings. Thus the ships that were there between the 3rd and 12th of June did not receive any bonus although they were there when things were very hot.

b. In other cases the board has increased bonus areas and they went into effect the day that the board issued the order, but the order only applied to ships that left after the order was issued, and not to the ships that were in this area at the time when the board issued the order. As in the case of decision No. 7, revised, increases were granted but this applied to ships only that sailed after March 21, 1942, and these increases did not apply to ships that sailed prior to March 21. As it takes approximately 45 days for an average ship to go from New York to Colombo, this increase did not go into effect until 45 days after the ship left New York, and the ships that were in Colombo when this decision was made received no increases.

c. We consider decisions of this kind unfair, and believe that any time increases are granted, these increases should be granted to all from that day on to all ships that are in that area, or port.

## Defense Workers.

The companies who have defense contracts, have their employes insured from \$10,000 to \$25,000 and the policies are paid for by the companies.

The lowest wages paid are to the waiters, and they receive \$50.00 per week in the West Indies, in the other projects their lowest wages are \$75.00 per week, mechanics, riggers, etc., lowest wage in West Indies are \$85.00 per week, other projects \$100.00 per week and up, this includes board and room, first class transportation to and from the job, medical and hospital attention, etc. All these expenses are paid by the companies. The companies also pay the U. S. income tax and the foreign income taxes imposed by the different nations where the jobs are, for all their employes that are shipped from the states.

The bases where some of these jobs are at, Trinidad, Bermuda, Santa Lucia project, British and Dutch Guinia, Brazil, and several countries in South and Central America, also projects in Africa, Iran, Persian Gulf. In some of the ports where these projects are the Seamen do not get any bonuses although the defense workers are getting these wages for the reason of the dangers that the attached to the work the men are doing there.

We consider it unfair that the seamen's bonuses stop while in these ports and they haven't got the protection that the defense workers have there.

## Foreign Seamen's Bonuses.

Although foreign seamen's bonuses, are in some cases lower than American Seamen's, Foreign seamen's living conditions in their own country are lower than living conditions in the U. S., so in comparison the bonus rates are more or less equalized by the living conditions of their respective countries, as the bonus rate is based upon the wages of their respective countries. However, the American Seamen are the only seamen who have their bonuses stop while in certain ports. No foreign seamen's bonuses stop while in any ports, not even United States ports, or Candian ports.

## Armed Forces of the United States.

The men in the armed forces of the United States receive, in addition to their regular scale of pay, a 20% increase for foreign service, and the men in the Submarine and Aviation, in addition to this 20% increase for foreign service, also receive a monthly bonus for the dangers encountered, and none of these bonuses are stopped while they are in certain ports of the western hemisphere.

## Conclusion.

Our organization, in bringing these criticisms to the board's attention, does so in the belief that they will be of a constructive nature, and that the board will give favorable consideration to our recommendation. We believe that they will help to bolster the moral of the merchant seamen, who will keep the flow of supplies to our much needed armed forces and the United Nations, and will bring about a speedy victory to a freedom-loving people. We sincerely feel that the recommendations to the board are fair and reasonable.

# Where's All That Extra Money?

## AN EDITORIAL

Where is all that extra purchasing power which has to be cut, we are told, to prevent inflation?

To listen to the propaganda of the publishers and politicians who are more intent on fighting labor than on fighting Hitler, you'd think it was all in the hands of the working people, and that wage-cutting, sales taxes, etc., were the only solution. But what are the facts?

Department of Labor figures just published show that 71% of all American industrial workers earn less than \$40 a week—which is less than a "health and decency" standard for an American family; and that 50% do not earn even a "bare subsistence" family wage of \$30.

Even in the war industries alone—where overtime increases weekly wages for many—68% of the workers are below the \$40 level, and 34% earn less than "bare subsistence."

Who is really getting the extra purchasing power then?

The OPA estimates that 77% of the \$93,200,000,000 national income that will be divided this year between America's 32,650,000 families, will go to families with incomes of more than \$2,000 a year—which excludes more than 70% of the workers.

OPA figures also show that only 8% of American families will have incomes above \$5,000 this year, but their incomes will total almost \$3,400,000,000, or 36% of all income available.

When labor seeks to remedy wage inequalities and to raise standard wages, it is not creating an inflationary surplus of purchasing power. It is simply trying to assure living standards adequate for the health and efficiency of America's war workers.

## Seafarers' Log-

# HONOR ROLL

ROBIN GOODFELLOW .....	\$12.00
E. RODRIGUEZ .....	5.00
J. WOODS .....	1.00
W. C. TURNER .....	1.00
J. WULZER .....	1.00
A. THOMPSON .....	1.00
V. JOHNSON .....	1.00
CREW OF S. S. ROBIN LOCKSLEY .....	24.00
CREW OF S. S. FLOMAR .....	63.50
J. WICKMAN (3rd Assistant) .....	1.00
D. RONAN .....	2.00
PHILIP INSOFT .....	5.00
CREW OF S. S. TOPA TOPA .....	14.94
CREW OF S. S. ALCOA RAMBLER .....	41.00
CREW OF S. S. DEL SUD .....	22.70
T. SCOPER .....	1.00
H. FRANKLIN .....	2.00

\$202.14

## NEW SIU - SUP CONTRACT

The SUP-SIU has successfully negotiated an agreement with the Associated Oil Company covering all of the ships of their fleet, both off-shore and for the San Francisco Bay area.

The new agreement embodies wage increases for all departments on the off-shore vessels and many improvements in the working conditions. The wage increases are retroactive to May 1st.

In addition to wage increases won for the Associated Bay fleet, which includes the oil barges and tow-boats, the agreement provides for the observation of an additional number of holidays and for the payment of overtime for all Sunday work. The company also agreed to pay subsistence for the men on the Bay fleet on their week off. Their working schedule calls for three weeks on and one week off.

## SABOTAGES CONFERENCE

LOS ANGELES, July 18 — Interference from an official of the OPA, who took a strong stand against wage increases, this week was a major cause for postponing the War Production Board's airplane wage stabilization conference here.

Richard Gilbert, lieutenant of OPA Director Leon Henderson, barged into the meeting to express opposition to wage increases of any sort, except for "elimination of sub-standards of living and inequalities."

The OPA official's entrance into the stabilization conference brought immediate and bitter protest from leaders of the CIO United Automobile Workers and the AFL Int'l Assn. of Machinists, the two labor organizations represented.